

THE KING OF SIAM.

His palaces, his wives and his  
wonderful white elephants See  
Carpenter's letter in the Sunday  
Oregonian to-morrow

# Morning



# Oregonian.

VOL. XXIX.—NO. 8906.

PORTLAND, OREGON, SATURDAY, APRIL 13, 1889.—TWELVE-PAGE EDITION.

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FARM WAGONS at \$ 70  
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FULLY WARRANTED  
SAFEST, CHEAPEST, BEST.  
The Trade Supplied.

ALL DEALERS,

Double-Edged Pruning Saw, for Trimming Trees.

Address C. W. BOYNTON, Portland, Or.  
No. 40 First St., corner Park and 1st.

All varieties Patent Teeth, Silver Steel X-Cut  
Saws; Diamond, Dexter and the great Wonder.  
\$1 per foot.—Warranted.

Over 3,000 of these Buck Saws now sold in the  
Northwest. This is the double-cutting Buck Saw,  
having teeth for cutting both ways, thereby saving  
one-half time in cutting, as well as in sharpening. All  
Saws made of the finest SILVER SPELLE STEEL.

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BOYNTON'S SAWS LEAD ALL OTHERS FOR FAST CUTTING.

None but White Labor Employed.

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CHARLES KENN & CO.,  
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THE BEST TONIC.

FISHING TACKLE,  
GUNS  
AND AMMUNITION.

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GOLD & LOEWEINBERG

IMPERIAL GOLD & LOEWEINBERG  
METALS, Tins and Plumber's Stock and  
Tools, Household Hardware, Granite Iron-  
ware, Household Goods, etc. 52 & 54 Front Street,  
Depot of the Northwestern Boundary.

H. T. HUDSON,  
60 FIRST STREET. —— PORTLAND, OREGON.

Buy Your Game and Fishing Tackle of an Exclusive Sporting Goods House and Soda Water.

Good to eat and Get One of My Management Soda Water Bottles. —— Beverage Specialty.

FRANCIS'S  
Mark & Fillie





CHENEEY IN BIG BEND

Of that name, situated in Spokane county, nine miles west of Cheney, and twenty miles west of Spokane Falls. Now crossed by

## THE LINES OF RAILROAD

The Seattle, Lake Shore & Eastern Railroad, running from Spokane Falls to the Big Bend country and the Central Washington Railroad, connecting Cheney with the Big Bend country.

CHENEEY IN BIG BEND

OF THE EIGHT DIFFERENT RAILROADS

Wonderful activity being shown in the real estate market at Medical Lake. Houses going up in all directions. New streets being graded. Trade of the town rapidly increasing.

The new Asylum building, one of the largest public buildings in Eastern Washington, is located at Medical Lake.

THE FIRST HIGH SUMMER RESORT

ON THE COAST

BOATING! FISHING! BATHING!

WONDERFUL

Selling Properties of Medical Lake after

The waters of this lake are now evaporated at the town of that name and the product obtained by this evaporation known as Medical Lake Salt, is put up in packages and sold all over the United States. Wonderful stories are told of the healing powers of Medical Lake water. Thousands of people now annually visit this famous resort.

Chances for investment in both town and farm properties. A group of fine lakes

SEE ARTICLE ON PAGE 7.

For Further Information Address



Medical Lake, Washington Territory.

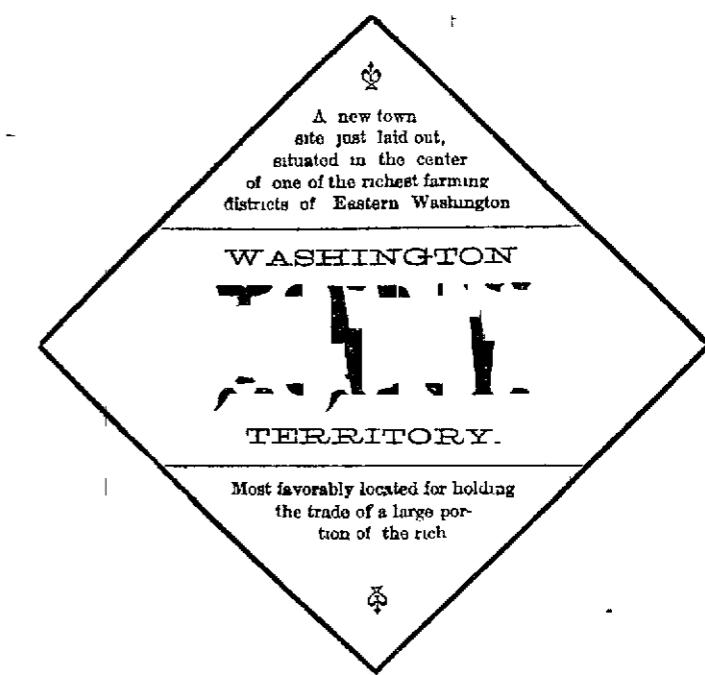
# CHENEEY

A FEW YEARS HENCE WILL BE THE JUNCTION OF NO LESS THAN  
EIGHT DIFFERENT RAILROAD LINES

CHENEEY

CHENEEY IN BIG BEND

Cheney by virtue of location on the summit of the GREAT PLATEAU OF THE COLUMBIA RIVER must be passed through by all routes starting from that portion of Eastern Washington north of Snake River leading to Puget Sound. Cheney is in the center of a district comprising no less than 2,250,000 acres of grain land and is located conveniently near a magnificent stock country. On the completion of the lines of railroad now either contemplated or in course of construction, Cheney will have direct all rail communication with the rich Gehr d' Alene mining district, and will also become connected (probably before the close of the present year), with the Colville and Salmon River mines. CHENEEY TO-DAY IS PROSPEROUS. The population has doubled in the past year. Real estate values have increased in one year fully 100 per cent. The merchants of the town are all prosperous. The hotels are all full. One firm alone carries a \$15,000 stock of groceries. A single firm in the past five years has made over five hundred loans, and neither borrower nor lender has ever been put to a dollar of expense in enforcing collection. Cheney has a good bank. Cheney has an advanced school in the Cheney Academy with a \$10,000 endowment. Cheney's public school has an average attendance of 200 pupils. Cheney has a large flour mill, a good brewery and many smaller manufacturers. The present population of the town is upwards of 1500.



IN NEW COUNTRY

— GET IN NOW —

GET IN NOW

Mondovi is situated on the line of the Central Washington Railroad, about thirty miles west of Cheney. The town-site comprises some 320 acres of rich land, all with a gentle slope, thus insuring good sewerage and perfect drainage, and the town is located in the midst of a country that for from 10 to 20 miles distant on all sides comprises nothing but the richest farming land, the virgin soil of which offers no obstructions to the plow. The main business street of the town is 100 feet wide, with lots 26x140. The other streets are 80 feet wide, with lots 50x120.

Much development work is now being done at Mondovi, both by the railroad company and private parties. The Central Washington Railroad Company are building a commodious passenger depot, a large freight depot, grain warehouse and water tank, and have laid extensive sidetracks. Percival & Andrus of Cheney have contracted for a large building at Mondovi, and will open, as soon as it is completed, a branch office of their extensive real estate, loan and banking business at this place. Arrangements are already made for the establishment of a weekly paper at Mondovi to be called the "Mondovi Herald," and also for a hotel, livery stable, general merchandise store, harness shop, blacksmith shop, hardware store, agricultural implement house, carpenter, painter and paper hanger, and other lines of business, and also for the building of a church and school house.

The branch railroad to the

RECENTLY LOCATED

Will leave the line of the Central Washington Railroad at or near Mondovi.

CHENEEY IN BIG BEND

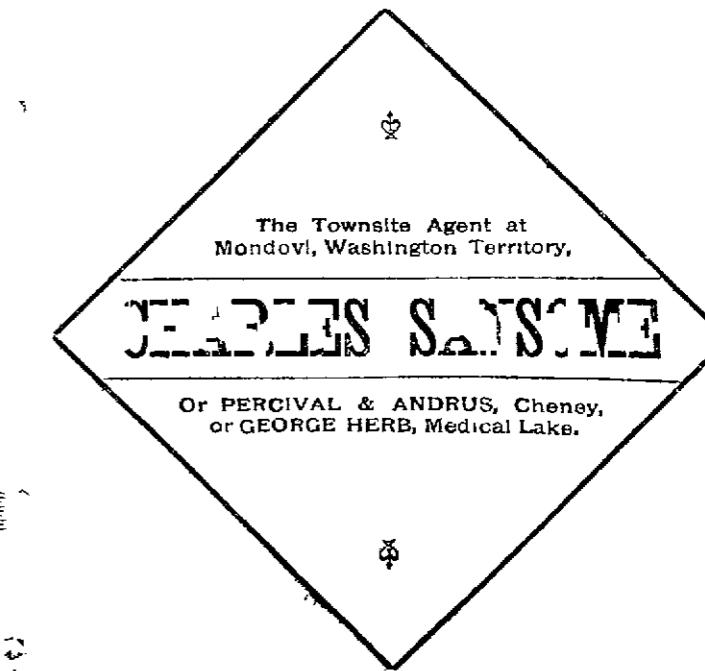
Lots in Mondovi now on the market at the following prices:  
Two residence lots and one business lot, \$100.  
Over 150 now sold.

Buy and Double Your Money

Inside of sixty days, and at the same time secure a footing in what will in a short time become

CHENEEY IN BIG BEND

Before you buy be convinced of these claims by writing to



Or PERCIVAL & ANDRUS, Cheney,  
or GEORGE HERB, Medical Lake.

READ THE ARTICLE ON CHENEEY

In this issue on page 7, and for any further information of this growing town and the country tributary write to

PERCIVAL & ANDRUS

Real Estate and Loan Agents, Cheney, Washington Territory,

Who Will Send You By Extra Mail Pamphlets and Other Descriptive Matter Giving Full Information of this Wonderfully Rich Portion of the Pacific Northwest.





## THE "BIG BEND."

The Garden Spot of Eastern Washington, Now Being Opened.

### THE COMING GRAIN COUNTRY

The Towns of Cheney, Medical Lake and Monroe.

### ALL FLOURISHING TRADING POINTS

The Railroad Situation in Eastern Washington—Lines Now Being Built—Opportunities for Investment—2,000,000 Acres of Wheat Land.

How often has the weary traveler coming over the Northern Pacific at the first spot after leaving Spokane Walla Walla Junction drifts at last on the barren expanse of the country unbroken adjacent to the line of road. Not a single tree, not a brook nor even a vestige of vegetation, except a few hardy scrub plants or an isolated tuft of bunch grass scattered here and there, relieves the view can be had by that ceaseless gaze at the same lifeless sand and rock over that portion of the ride. Desolate indeed a desert behind waste to the right of you and waste to the left of you, save the dismused pleasure seeker. But step for a moment. What if we ask you, are those fields, as surely are running over this waste of sand and gravel? Ah! Ah! my friend here is the key to the whole situation. The great majority of grain is found mid over the desolate dooms before us. In these fields from the main line of this great transcontinental road but a short distance are farms and stock ranches, and just over the hills you see yonder on either side of the road are good grazing grounds where cattle, horses and sheep keep fat nearly all seasons of the year.

All who have ever traveled over the portion of the main line of the Northern Pacific have marvelled much at this action of any railroad company's building an expensive line of railroad through such a country, which, to all outward appearances, is nothing but barren waste. The roads of small teams and pack-trains which bring the loaded muckers most interestingly the traveler over this part of the journey leave on his memory a most unfavorable impression of Eastern Washington. From Spokane to Walla Walla, a distance of nearly 120 miles, no farms worthy of notice are seen. Herds of cattle horses and sheep may be seen here and there contentedly lying by the roadside, but the only relief to the unvarying monotony of the trip, and from the annoyance suffered from the corroding effects of the alkali dust, is an occasional stopping place which is often but a mere track, with possibly a section house or at best one of those numerous junctions where the shrill cries of the brakemen and the constant passengers to have a rest for a moment. Fortunately this entire distance of 120 miles, the little road lies through the "outlet" which was undoubtedly at one time the bed of some now prehistoric stream. High up on the walls of this ancient water course may be seen water marks still plainly discernible and the very rocks lying by the roadside tell the story more plainly than words of the prevalence there at some time in the world's existence of a large number of streams of water. This part of the ride over the greatest of American transcontinental roads although not the most pleasant certainly will not deviate from the truth that it will only allow the full play of the imagination to the wanderer into the realms of fancy when he pictures to himself the time when the lonely Columbia or the turbulent Spokane flowed by this course to the sea, and drawing further on his imagination he sees again how the inhabitants of this wondrous world when the waters of the greatest of Western rivers shall have cut another channel through this hard basaltic formation being carried up the arid and dry barrier water course (now followed by the river in its rush seawards) on the perpendicular walls of which there will still remain the marks of the once mighty Columbia. All that meets his view with the exception of a stunted growth of grass on the hill sides, the sight of the car windows is a desolate landscape.

This comes for its entire length forms a natural railroad route. Between Ainsworth and the railhead, a cross-cut of the river, and Sprague are a few heavy rock cuts but for this entire distance there were no difficulties encountered in the construction of the road, which often seem to baffle the skill of the railroad engineer. A mile east of Sprague a cut through a deep ravine in the line of road on the e. side of a flat distant about a good farmland land, but with the single exception of a "post" a short distance west of Cheney where the rail road of the Big Bend crosses the line of the river there is nothing of the nice farm lands of the valley reserved for the expert gaze of the road builder. All that meets his view with the exception of a stunted growth of grass on the hill sides, the sight of the car windows is a desolate landscape.

The present article is intended to dwell on the merits of that portion of the Columbia river basin embraced in what is known to the world at large as the great Columbia River Plateau in a ridge that cuts through the very center of Eastern Washington, and which rises almost 1,000 feet above the level of the water of the Pacific ocean. The main line of the northern Pacific crosses the ridge thus plateaued at Cheney, and at this point the line of the road is now all surveyed and it is understood that the road is ready for the team to go as far as the Grand Coulee.

Again referring to the map it will be noticed that the Central Washington railroad leaves the main line of the Northern Pacific at a point about 10 miles west of Cheney, and is being operated as far east as Pasco, a point nine miles distant from Cheney thus making a detour of eight miles to get a distance of 10 miles added to the total. It is evident that the road has been built to meet the demands of the company for water at this place. A second tank has since been erected at this point, and the company now has a force of

intention of the management to build this tank and to supply the remaining sections of the road.

One more turn to the map. It will be noticed that the Northern Pacific is now operating a road that extends through the very heart of the Coeur d'Alene mining district. This road will connect the northern end of the Coeur d'Alene with the main line of the Northern Pacific somewhere west of Missoula on the east, and will ultimately be extended to connect with the main line of the same road on the west, most probably at Cheney, as this is by far, the most logical point of junction of the two lines of the Northern Pacific.

It will not be many years hence that air line the present detour around Pend Oreille lake will be avoided and the distance from Missoula on the east and the coast on the west will be thereby shortened fully 100 miles.

**THE TRANSPORTATION QUESTION.**

Living on the very summit of the great Columbia plateau the towns of Umatilla, Pasco, Spokane, Cheney, Medical Lake, Monroe, and Davenport. A line of railroad starting from the first named town and running along the summit of the elevation for its entire length, finds practically level ground and cuts through the heart of Eastern Washington from the time that the first rail road was built by men who thoroughly understood the situation here knew that it would be difficult, if not impossible, but it will allow the judgment of man that was never built.

A final consideration of this map will show that the country west of Cheney in Washington territory is already pretty well cut up with roads, and the main line of the Northern Pacific and the Oregon Railway & Navigation railroads. It will not be many years hence until all these branch lines will have direct connection with the roads now being constructed on through the head of the Columbia, and the way is open to inland soundings.

The lines now being constructed west of Cheney cannot long continue to be entirely dependent on the Northern Pacific railroad for through connection to the East and West.

The town of Cheney, the tributary country that will be of much value to those seeking information regarding this country

large tracts both in Cheney and through the entire country and his business is secure increasing.

The on new and wealthy business in Cheney is conducted by T. Harrison & son, energetic young business men, who are the proprietors of the hotel that is now completed and the hotel is the largest and best equipped in the town. He carries a full line of periodicals and news papers, a fine assortment of candies, notions, cigars and tobacco, and is the agent in Cheney for The Oregonian.

Mr. LeFevre, a prominent citizen in Cheney, is the agent for the "Sentinel," which has been published for a number of years past under different managements. It is now in the hands of Mr. Fred Pfeifer, an Eastern gentleman who, like many others, has made his home and his business in Cheney. He publishes a first class paper at Cheney. The Sentinel in connection with the local papers of the day which will be chronicled in the present article, will be of great interest to the numerous readers of this journal.

Mr. Pfeifer is the author of the "Sentinel," which is the organ of the Congregation of the Methodist Episcopal Church in Cheney. The spiritual needs of the people are carefully looked after by the Congregation of the Methodist Episcopal Church in Cheney.

CHENEY INDIVIDUAL MENTION.

Perhaps no firm in Eastern Washington stands higher with the people of that section than does that of Pervival & Andrus of Cheney. The senior member of the firm, D. J. Pervival, is a man of high position of trust, the gift of the people and is to day the honorable mayor of the town. He has long been the moving spirit of the place where he has cast his lot and has done much for the welfare of the community. The younger member of the firm, Mr. Andrus, is a practical business man of many years experience and is well known throughout the country. The firm is engaged in the numerous details of the tributary business transacted by the firm that their success is largely due to the fact that they are in close touch with the people of the country.

Mr. Pervival is the proprietor of the "Columbia" in the town of Cheney. The Columbia is the largest bank in Cheney, the latter institution being under the management of D. J. Pervival & Co. Pervival & Andrus are to day the largest and most successful business men in the territory which on its future development will be an empire in itself, will soon be in a position to demand concessions from these great interests of commerce that can be obtained only by the power of money.

The immense value of this is not to be overlooked, as the Columbia is the largest bank in the state of Washington.

Mr. Pervival & Andrus are the proprietors of the Medical Lake Hotel, and two guides

are now living in Nebraska.

The whole tract is first class inside residence property, one square of it being only about 12 acres in extent, and the property is well situated on a pleasant elevation, mostly sloping towards the south, and overlooking the line of the road entering the city. It is now in the possession of the Columbia River, and the Columbia river plateaus only awaiting the reclining of the great Columbia river, the most productive area in the world in the West, this land is said to be equal for its productive capacity to any other land in the territory. It is a almost entirely free from alkali, the soil being naturally insured at once the earliest crops are sown. The soil is a light loam, and when under the strong winds of the prairie is blown by the gullies, and is in a wild state it offers no obstruction to the plowman.

Mr. Pervival & Andrus are the proprietors of the Great Spur Ranch, located on the western side of the hills to the north of Cheney.

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